Patent claims

1. A method for controlling the functions of an electronic driving stability program for a motor vehicle, characterized in that the driving stability program is automatically activated or deactivated according to the respective operational situation of the motor vehicle, and in that an activated driving stability program is switched off automatically if the vehicle is driven onto a wedge of roadway material.

2. The method as claimed in claim 1, characterized in that a driving stability program is deactivated directly after the vehicle is activated, or remains deactivated if the vehicle is driven onto a wedge of roadway material.

3. The method as claimed in claim 1 or 2, characterized in that the driving stability program is activated automatically again after automatic deactivation if the vehicle is no longer in contact with the wedge of roadway material.

4. The method as claimed in at least one of claims 1 to 3, characterized in that wedges of roadway material which are composed of loose roadway materials which can however be compacted under pressure, such as for example snow, sand or grit, or of materials which can be pushed together, such as, for example stones and branches.

5. The method as claimed in at least one of the preceding claims, characterized in that pressure sensors on the air springs of the vehicle are used to detect disruptive contact between the vehicle and a wedge of roadway material, and/or distance sensors

are used to determine the distance from the bottom of the vehicle or the axle of the vehicle to the underlying surface.

6. The method as claimed in claim 5, characterized in that an air spring control device and assigned sensors are used to determine the presence of a lifting platform situation or disruptive contact with a wedge of roadway material.

7. The method as claimed in claim 6, characterized in that said method interacts with a ride level control method which is suitable for detecting a situation in which the motor vehicle is raised on a lifting platform (lifting platform situation).

8. The method as claimed in claim 6 or 7, characterized in that the presence of a lifting platform situation or of disruptive contact with a wedge of roadway material is detected if, when the air spring is vented, the distance between the bottom of the vehicle and the underlying surface and/or the distance between at least one wheel axle and a vehicle wheel and the bottom of the vehicle exceeds a predefined set point value.

9. The method as claimed in claim 8, characterized in that the presence of a lifting platform situation or of disruptive contact with a wedge of roadway material is detected if the criteria of claim 8 last for longer than a predefined time period.

10. The method as claimed in at least one of the preceding claims, characterized in that the air spring control device generates appropriate signals for deactivating or activating the driving stability program and passes them onto a driving stability control device.

11. The method as claimed in at least one of the preceding claims, characterized in that when a lifting platform situation is detected the air springs are filled with compressed air to an initial level and any adjustment of the ride level compensation device is prohibited if the drive engine of the vehicle is switched off.

12. The method as claimed in one of Claims 1 to 10, characterized in that after disruptive contact with a wedge of roadway material has been detected, adjustment of the ride level compensation device is permitted if the drive engine of the vehicle is switched on.

13. The method as claimed in one of Claim 11, characterized in that adjustment of the ride level compensation device which causes the distance from the bottom of the vehicle to the underlying surface to become larger is permitted.